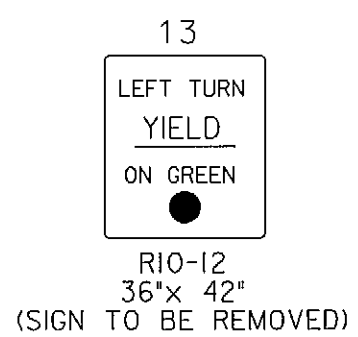
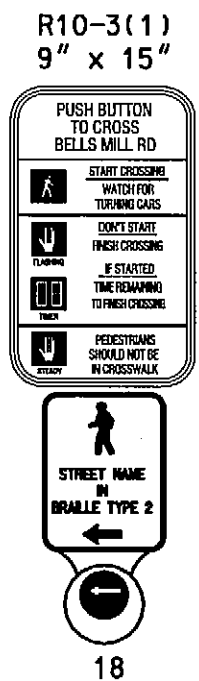
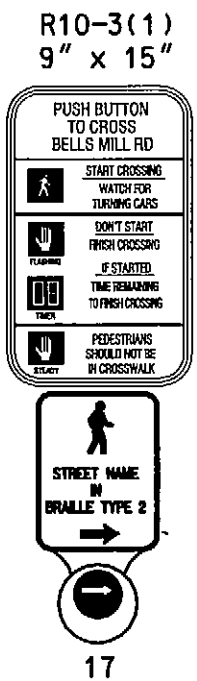
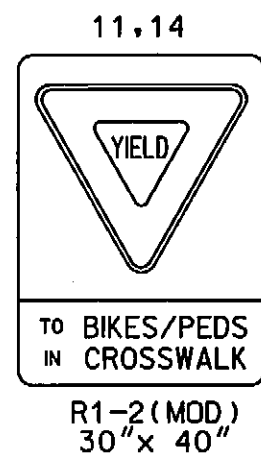
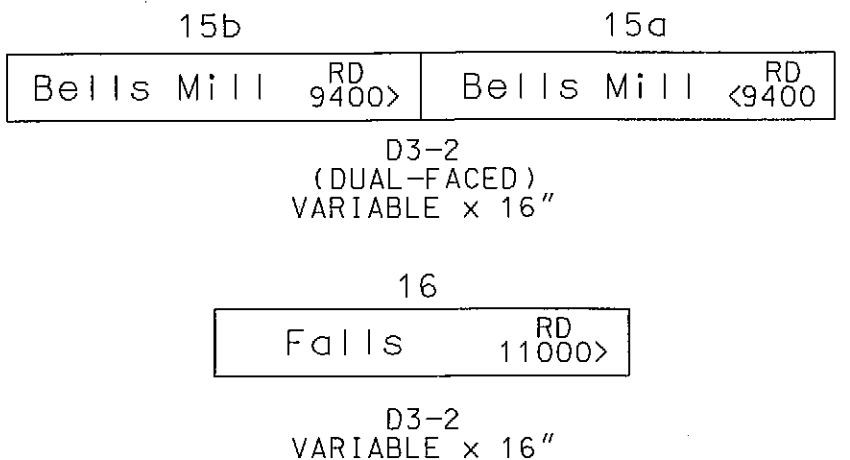


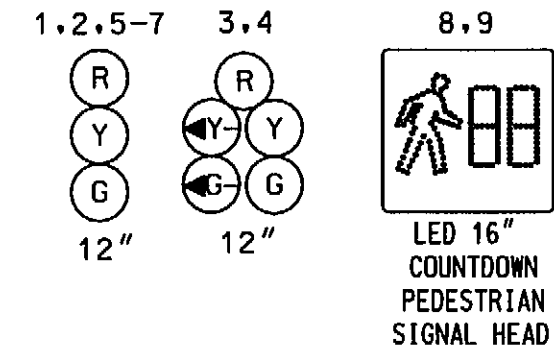
PROPOSED SIGNS



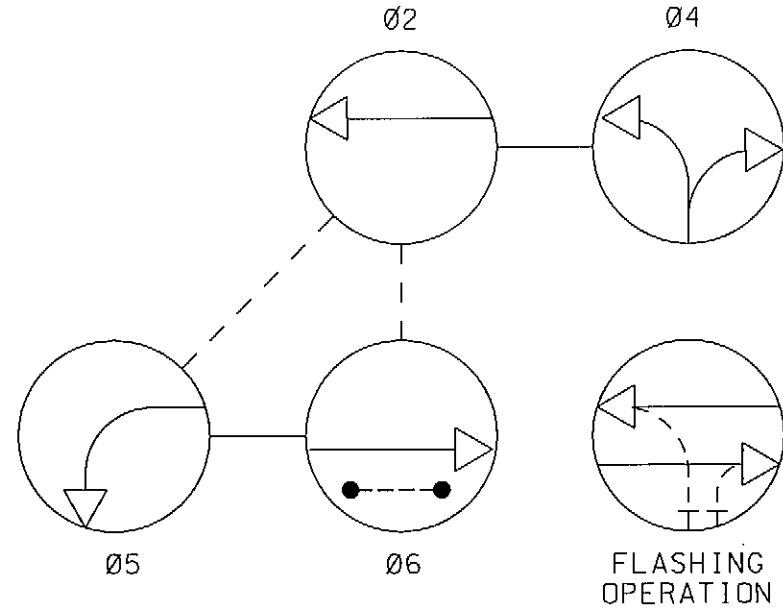
EXISTING SIGNS



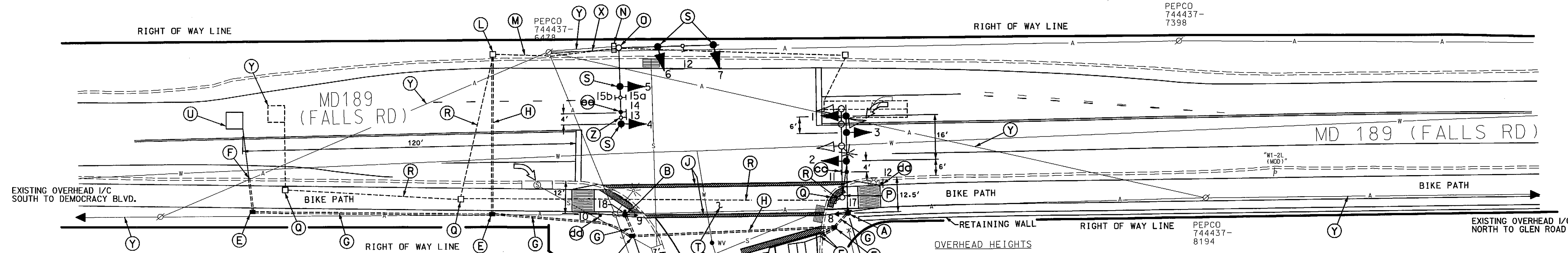
PROPOSED LED SIGNALS



NEMA PHASING



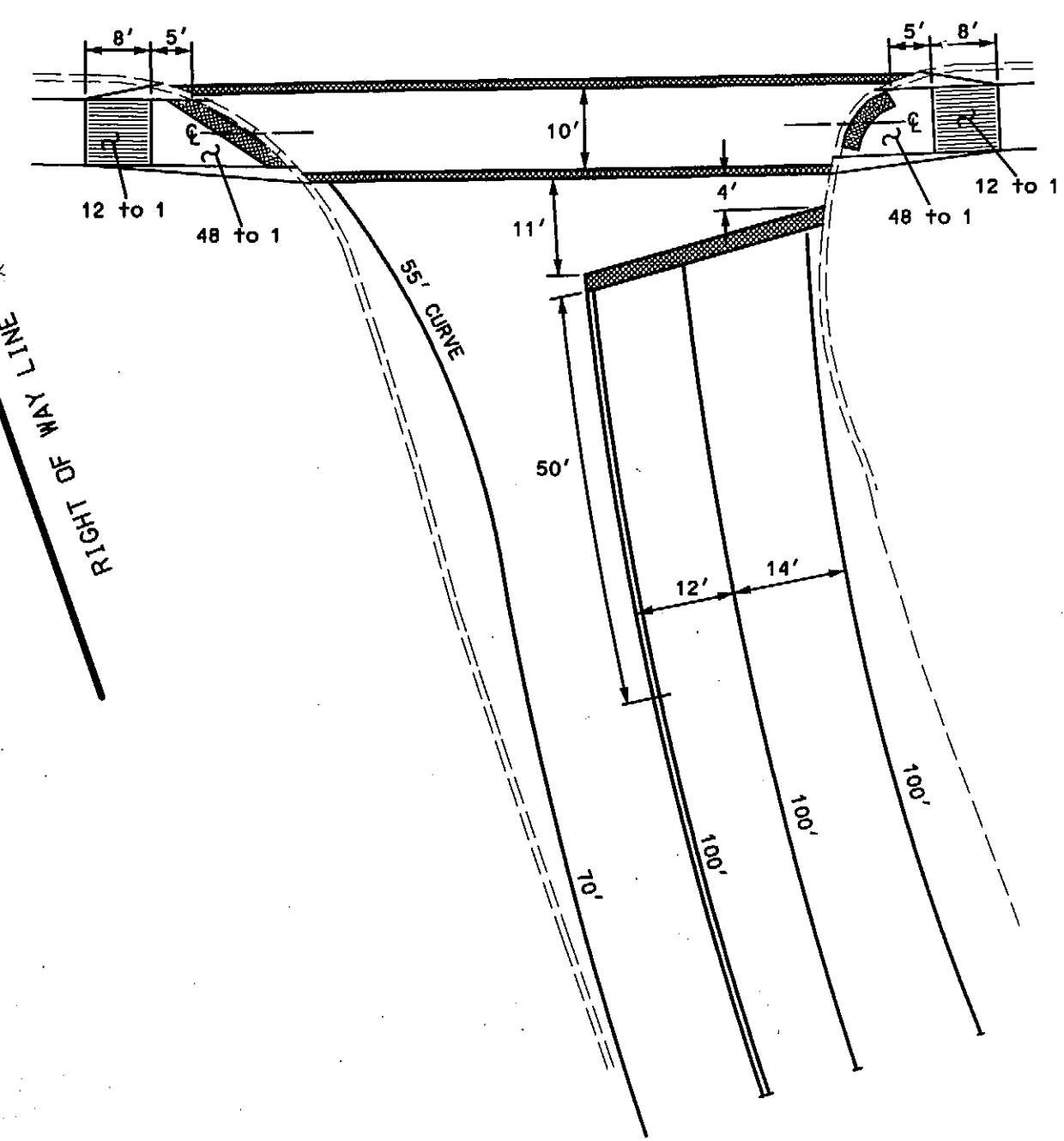
PHASING NOTES:
1.) PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
2.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



EQUIPMENT DETAILS

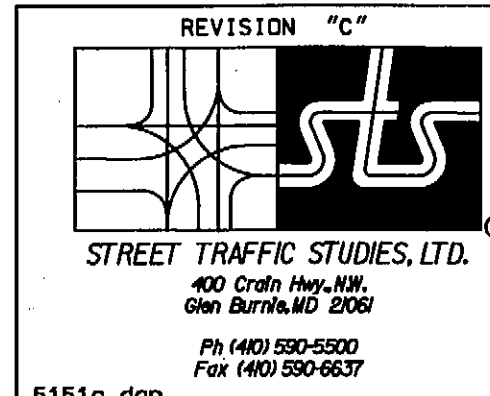
- Install 16'5" steel pole with a special 15' "T" dimension 38', mast arm with traffic signal heads, sign, Countdown pedestrian signal head and audible pushbutton with pedestrian education sign as shown. (Note: 1-3", 90°polyvinyl chloride (Schedule 80) bend.)
- Install 10' breakaway pedestal pole with Countdown pedestrian signal head and audible pushbutton with pedestrian education as shown. (Note: 1-3", 90°polyvinyl chloride (Schedule 80) bend.)
- Existing overhead interconnect cable to remain.
- Install 6' x 30' loop detector encased in 1/4" flexible tubing quadrupole type (3-6-3).
- Install handhole.
- Install 1" galvanized steel electrical conduit (detector wire sleeve).
- Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).
- Install 4" polyvinyl chloride electrical conduit (Schedule 80) (bored).
- Install 12" white, heat applied permanent preformed thermoplastic pavement marking. (crosswalk)
- Install 24" white, heat applied permanent preformed thermoplastic pavement marking. (stopbar)
- Use existing handhole.
- Use existing conduit.
- Use existing pole mounted cabinet and controller.
- Use existing mast arm pole.
- Remove existing mast arm, pole and all attached signal equipment and foundation 12" below grade.
- Remove existing handhole.
- Cap and abandon existing conduit.
- Remove existing signal head and replace with LED signal head in same location using existing wiring.
- Remove existing stipline.
- Install 6' x 6' loop detector encased in 1/4" flexible tubing (4-turns).
- Remove existing left turn pavement marking arrow.
- Install white heat applied thermoplastic pavement marking arrow (left).
- Existing overhead electrical service to be maintained by PEPCO.
- Abandon existing loop detector.
- Remove existing overhead sign.
- Remove 100' of existing double yellow centerline from existing stipline to this point.
- Install white thermoplastic pavement marking (laneline) as shown. (See pavement marking detail).
- Install double yellow thermoplastic pavement marking (centerline). (See pavement marking detail).
- Install ground mounted R9-5(mod) sign as shown.
- Install R1-2 sign on existing mast arm as shown.

PROPOSED PAVEMENT MARKING AND HANDICAP RAMP DETAILS



- GENERAL NOTES:
- All underground utilities shown on these plans are schematic only and may not be complete. The contractor shall be responsible for notifying "MISS UTILITY" prior to construction so that all utilities may be located in the field. If the contractor perceives that a conflict between the utilities and the traffic signal will occur, the contractor shall notify the project engineer immediately so that the conflict may be resolved.
 - All Traffic Signal Foundations shall be installed at the Final Sidewalk or Curb grade for closed sections. Highest Roadway Profile Grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, and MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
 - All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps or median cut throughs.
 - Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18" from a 60"x 60" level landing area with a cross slope of less than or equal to 2%.
 - The 10' separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton, not center to center of pole.
 - Pushbutton arrows are to be parallel to the crossing for which they are intended.
 - Location of Accessible Pedestrian signal pushbuttons must meet location requirements of MUTCD Sec. 4E.09 and Fig. 4E.2 and the NCHRP publication, Accessible Pedestrian signals: Guide to Best Practice. If not met, the Contractor is to stop work on pushbutton locations until a design waiver is obtained, approved by the Director, Office of Traffic and Safety.
 - The contractor shall remove all unused wiring.

GEOMETRIC LEGEND	
PROPOSED	---
EXISTING	---
LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES	
AERIAL CABLE	---
ELECTRIC	---
TELEPHONE	---
GAS	---
SEWER	---
WATER	---
CABLE TV	---



APPROVALS	
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
11-30-05	ADD APS, CPS, RAMPS AND BIKE PATH
11-30-05	SHA NO. 8W996MB2
11-30-05	SHA NO. 8W996MB2
11-30-05	SHA NO. 8W996MB2
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SHA STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION	
MD 189 AND BELLS MILL ROAD	
POTOMAC, MARYLAND	
TRAFFIC SIGNAL PLAN	
SCALE 1"= 20'	DATE 2-11-85
CONTRACT NO.	
DESIGNED BY	COUNTY MONTGOMERY
DRAWN BY B. THOMPSON	LOGMILE 15018903.54
CHECKED BY	TMS NO. 1807
F.A.P. NO.	TOD NO.
TS NO. 2050C	DRAWING NO. 1 OF 2
SHEET NO. OF	

PLOTTED: \$DATE\$
FILE: \$FILE\$